

EVERY DAY SCIENCE.

With Patience and Energy Consumptives Can Cure Themselves.

A MATTER OF AIR AND EXERCISE.

Recent Orders for Cars as an Index to Railroad Development.

LETTERS BY WIRE AND TYPEWRITER

(PREPARED FOR THE DISPATCH.)

The curability of consumption has been so thoroughly established that rules for the suppression of the disease have been drawn up by medical experts, and these have been found to be of the utmost value. If possible, the residence of the patient should be situated in the country, in a healthy suburb, or in a wide, open street. The rooms, and especially that used as the sleeping apartment, should be lofty, capacious, and well lighted by windows that open, and ventilated by direct and continuous free communication with the external air, summer and winter, night and day. Gradually lower the temperature of the room until there is no difference between it and that of the external air so that to which we are now accustomed. Great care should be taken about the clothing of the body. It is essential that the clothes should be made so loose that they offer no impediment to the full and free movement of the chest. When ordering clothes be sure the measurements are taken at full inspiration, and that they are quite easy even then. Don't use braces, corsets or respirators; they tend to impede the respiratory movement. Wool manufactures in the chest are elastic and elastic permits free ventilation should be worn next the skin, and the under linen should be frequently changed, so that no impediment is offered to the circulation.

Best Hoisting Apparatus.

A patent has just been granted for a "boat-hoisting apparatus." This is the general title of the new idea, but it involves very much more than is implied in the above term. The apparatus provides the first practical method advanced for the lowering of life boats, as it seems to afford for the first time a way for the "last man" to leave a wreck with the least degree of safety. The hoisting of the boat is done by two men with a crank apparatus, which permits it to be accomplished with much less exertion and in a much shorter time than the old method of blocks and ropes. The lowering of the boat is a great triumph over all methods now known. The boat is swung off the hurricane deck with but little effort, and when filled with passengers can be lowered fast or slowly by the act of a single man in the boat, who, without any direct outlay of strength, works, by the rope, lever above. The great service rendered is in providing a means of lowering a boat full of passengers without assistance from above, or in case all had entered the boat to supply a means whereby the boat could be lowered down and controlled in its descent. This cannot be done where it is being worked by blocks and ropes, the latter in the case of men opposite ends of the life boat.

Developments in Railroad Work.

Thousands of cars are now being ordered by the transportation lines. One order has just been placed for 10,000 cars for the Pennsylvania lines west of Pittsburg. Last week the Union Pacific ordered 5,000, the Missouri Pacific 3,000, the Baltimore and Ohio 4,000, the Rocking Valley and the Indiana 2,000 each, and the Erie 1,000. The New York Central, 13,000. This seems to show the general advance in railroad interests over two or three years ago, when an order for 10,000 cars was considered a tremendous large one. The quality of steel and iron used in car building has been improved, increasing the capacity of freight cars by 300 pounds. While the quality of the old ten-ton cars are still in use, the majority of the specifications call for 30-ton cars.

Proposed Railway Across the Sahara.

M. Bolland, an eminent French engineer, recently read a paper before the Academie des Sciences, in which he insists on the necessity of constructing a railway across the Sahara. The standpoint from which he regards the project is the part which France will have to make up her mind she is going to play in the economic conquest of the interior of Africa. In his paper he defines what are the regions of the Western and Central Sudan, upon which French commerce could reasonably reckon, his conclusion being that nothing useful or durable could be effected in Sudan without the assistance of Algeria; while, in order to take any effective action in Algeria, that colony would need to be connected with the Sudan by means of a railway crossing the Sahara.

Snapper Served by Electricity.

Some new effects in the application of electricity were shown at a recent supper and dance in Baltimore. Two sets of musicians furnished the music. The dancing rooms were connected by folding doors. The musicians sat in the hall, and electric apparatus told them when to play, the leader of each set of dancers simply touching electric buttons in their respective rooms. In the supper room there was a track of small brass rails, on which was an electric car or trolley, about a foot long and 30 inches wide. This car conveyed the viands from the butler's pantry. The butler placed the course in silver trays upon the car and sent them along the electric railway. The car stopped long enough to allow each plate for each guest to help himself. The car was also supplied with electric bells. The ballroom was beautifully illuminated by incandescent lights in the shape of tulips, lilies and other flowers. Under the tables were music boxes operated by electricity, which played during the supper. Not a drop of coffee or a bit of cream was spilled by the electrical waiter.

Interior Decorations.

It is curious what can be done in the way of interior decorations, old and new. Some of the persons of artistic tastes. There is a firm of architects in New York whose income is enormous, and who have a very handsome suite of offices. The walls of their largest and handsomest room are covered with ordinary bagging held in place by wire strips of electric mounting. There is not a person who enters this office who is not struck by the thoroughly appropriate and artistic effect of this combination. When the late Cornelius Vanderbilt built his magnificent residence at Hartford, at an expense of over \$100,000, the decorators covered the walls of his dining room with ordinary brown paper, such as is used by hat makers in wrap meat in. There was a cherry wood table and a rich frescoed frieze. This room was considered a triumph of decorative effect.

Development of the Horseshoe.

At the Animals' Institute, London, England, a very interesting exhibition of horseshoes, old and new, was made. Some of those displayed were the work of prehistoric men, while others showed the latest developments of nineteenth century ingenuity. Among the former were the early nail-less shoes from a Roman camp near Mayence; the earliest form of shoe used in northern Europe, the spiked toe, from a Scandinavian tumulus, and two styles of Roman shoes of the time of the early Caesars. Among the modern horseshoes were varieties of the modern nailless shoe, a shoe with a rubber frog pad and a non-slipping shoe of unique pattern.

A Cure for Squinting.

A cure for squinting, which is not so unobtrusively as the method at present generally adopted—black goggles with a hole in the center—highly recommended. Let the person afflicted take any pair of spectacles that suit his sight, or even plain glass, and in the center of one lens let him gum a small piece of black wafer (or spot of black photograph varnish or Brunswick black) about the size of a 10-cent piece. The result is that the double image vanishes, and the eye, without fatigue or heat, is forced to look straight, and with time and patience is cured.

Mixed Coal and Petroleum as Fuel.

Some experiments made with a mixed fuel of coal and petroleum on an Italian man-of-war, at Speria, are well worth attention.

YE OLDEN-TIME ROAD.

Notwithstanding Sleep Grades It Was Superior to the Modern.

FROM TAVERN TO TAVERN IT RAN.

Pittsburg and Stenbenville Pike, How Made and How Managed.

STATE HELP IN ROAD CONSTRUCTION

Some people think Government is growing more paternal than it was in the early days of the Republic. It may be, so far as some pet corporations are concerned, but an examination of the early legislation of this State shows that 70 years ago no enterprise of importance was thought of save in connection with State help. There seems to have been less of carping criticism when the century was young than now, and more charity. If corporations served the public good, those who held stock in them seem to have been satisfied. Some of the men who bore the burden of the construction of the pike that is only known now between Sawmill run and Chartiers station on the Pittsburg and Lake Erie Railway never got a dollar out of it, but were satisfied that it promoted the general weal.

The Pittsburg and Stenbenville pike is a noted example of the way such highways were managed in the olden time.

While in its palmy days never approached anything approximating to the completeness of the Appian Way, it was, nevertheless, a much better road than the ordinary one of to-day, and the users got more out of the money expended at each five-mile toll-gate than they do to-day out of their taxes paid to keep the same thoroughfares in a state of repair. The charter therefor was granted in 1818. The capital stock was 2,000 shares at \$50 a share, \$2 to be paid on subscribing, and the State paid \$12,000 toward construction.

MORE FROM TOLL THAN FROM TAXES.

Tollgates were allowed to be erected five miles apart, but people were not required to pay in passing from one part of their farms to another, nor when going to or from public worship, or to or from militia training, or elections, nor were children attending school, whether common or select. On such occasions all taxes were dead-weight. The Governor was directed to pay \$4,000 for each five miles constructed up to 15 miles, and it would appear that the State payment must have been applied to the Pittsburg end of the pike, as Mr. John Hood states that it was a pretty well stoned road as far as Stonecipher's place, some ten miles out. It was spent, as the corporations were not allowed to do business until that amount was paid. Mr. Hood says that in his boyhood days the ten miles were kept good, the limestone being finely broken, and all the complaint that could be made was that the grades were heavy. Mr. Hood says that the pike was built on the line of an old road that had originally been laid out to accommodate the farmers along the line, bending around to reach each just as the Baltimore and Ohio canal zigzagged from one corn or cheese cluster to another, to catch trade. Along this line taverns had sprung up about five miles apart, and the pike was built from tavern to tavern and nothing like the Brook law marked the harmony.

THE PIKE WAS UNPROFITABLE.

Mr. William M. Short, whose father was one of the board of directors of the Stenbenville pike, accounts for the rivalry to be elected to the management when there appeared to be nothing more in it than an annual dinner, by stating that the officials managed to farm the toll gates out in such

QUENTNER'S ORCHESTRA

Quentner's Orchestra furnishes music for Concerts, Weddings, Receptions, etc. Lessons on Piano and Organ given by F. V. QUENTNER, 69 Fifth Ave., and Biscuit block, room 52.

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MR. E. D. WILT, Lessee and Manager.

One Week Commencing Monday, May 5.

Business Wednesday and Saturday.

Return of Mrs. Burnett's Delightful Dramatic Idyl.

Little Lord Fauntleroy.

Presented by the Original New York Cast.

INCLUDING WALLIE EDDINGER and RAY MASKELL.

Regular Prices, 25c, 50c, 75c and \$1.

Next Week—The Old Homestead.

THE ORIGINAL COMPANY

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ACT I—The Corsican Hero at Bogogno, Scene II—The Old Inn of "Il Pescatore."

ACT II—The Express from Paris to Nice.

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ACT IV—Marina's Parlor, Grand Hotel, Monte Carlo.

ACT V—The Bridal Apartments at Danolo's Villa, Bogogno, Corsica.

Under the Management of FRANK W. SANGER, Manager of the Broadway Theater, New York.

May 12—"ONE OF THE BRAVEST."

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Week Commencing Monday, May 5.

Every Afternoon and Evening.

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THE SHANTY QUEEN.

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NEW ADVERTISEMENTS.

HARRY WILLIAMS' ACADEMY.

MONDAY EVENING, MAY 5.

Matinee, Tuesday, Thursday and Saturday.

THE ORIGINAL 2-American Macs—The Musical Blacksmiths, Drums and Stables, Miss Mabel Hudson, Winstanley & West, Marco & Hoto, Miss Josie Evans, Mr. Harry Roth, Mr. Edward Evans, Miss Lizzie Roth, Lowry & Evans, and the American Macs' New Comedy, O'BRIENS BLUNDERS, May 12—Reilly & Wood's New Big Show, All new features.

WALTER L. MAIN

AND VAN AMBURGH'S Mastodon Shows.

Consolidated, the largest and best Show on Earth for 25 cents admission, will exhibit one day only, afternoon and evening, at

MONONGAHELA CITY, Monday, May 4

ELIZABETH, Tuesday, May 5

MCKENSPORT, Wednesday, May 7

JEANETTE, Thursday, May 8

WEST NEWTON, Friday, May 9

VANDEBILT, Saturday, May 10

CONNELLSVILLE, Monday, May 12

SCOTTSDALE, Tuesday, May 13

MOUNT PLEASANT, Wednesday, May 14

GREENSBURG, Thursday, May 15

LATROBE, Friday, May 16

LIGONIER, Saturday, May 17.

Will visit all the principal cities and towns of Pennsylvania the present season.

Look out for the street parade, and see the finest horses ever with any show.

Don't Forget

That the steamer Mayflower goes to Rochester on Sunday, May 4, leaving Pittsburg at 7 P. M., returning at 10 P. M.

THE DISPATCH BUSINESS OFFICE

HAS BEEN REMOVED

To corner Smithfield and Diamond st.

REGULAR PRICES, 25c, 50c, 75c and \$1.

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MATINEES: WEDNESDAY and SATURDAY.

Return Engagement of THE OLD HOMESTEAD.

Indorsed by the clergy and laity. Now in third year's run in New York City. Cast, Scenery and Stage Settings same as in previous engagement in September.

Regular Prices, 25c, 50c, 75c and \$1.

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GUSKY'S GREAT ANNUAL MAY SALE OF MEN'S AND BOYS' CLOTHING!

WILL BURST FORTH TO-MORROW IN ALL ITS RADIANCE AND CONTINUE THEREAFTER TO DAILY EXCITE, ASTONISH AND BEWILDER EVERYONE WITH BARGAIN VALUES POSITIVELY UNPARALLELED!

Though the present sale is one of annual recurrence with us, we would respectfully submit that there is a special significance attached to it this year which must render it thrice welcome to those of small means and all lovers of economy. Our regular spring stock having very early shared an enormous demand, we have availed ourselves of a special and most advantageous purchase consisting of the entire stock of an extensive and most reliable Eastern Manufacturer, and these goods, comprising the most elegant spring apparel, are now here. Hence we put them on sale the coming week, and are consequently enabled to mark them at such prices as other dealers pay, and in some cases even below. Such a phenomenal sale appeals to your economical instincts in the strongest manner possible. Every Suit we offer at the prices herein quoted, will promptly be recognized as a stupendous Bargain immediately upon being seen, and we urgently request the most critical examination of every garment, as we guarantee them perfection in every detail.

SPRING, PONDER BOYS' CLOTHING, BE SURE TO INSPECT OUR MAMMOTH HAT DEPARTMENT, CHILDREN'S Clothing, Still Better Qualities.

\$5 What say you working men, to save \$1 to \$3 on a \$5 Suit? Yet such is possible, and if you only come to us we'll show you how. We offer you choice of 10 different styles in all materials and all patterns.

\$7 Will buy you a splendid Sack or Frock Suit—all wool, serviceable and dependable goods. No matter where else you go you'll find them marked \$9 and \$10, and cheap at that. But you must see them to satisfy yourself. No description can do them justice.

\$10 Is all we ask for Men's All-wool Cheviots, Worsteds, Diagonals or fine Cassimere Suits, which you'll never cease to appreciate. Their praises are in the mouth of every buyer, for they fit and look beautiful.

\$12 Suits in Scotch Blue Serges, English Cassimeres, etc., are found in all shapes, Sacks, Frock and Cutaways. Hundreds of Suits of similar value are sold all over the town at \$16 and \$18. They are really immense value at the price.

Whatever may be your choice in a fine Spring Hat, we can please you. We have every stylish shape, color and shade, with the largest stock in the State to select from. We can give a very fine quality of Men's Derby Hats from \$9c, and incomparable values for \$1.24, \$1.49 and \$1.69. In Boys' and Children's Hats and Caps you cannot ask for the wrong thing. We have every design and pattern of the season. We are also showing a most complete line of Juveniles' Straw Hats at 24c, 39c, 48c, up to 98c.

Is the admiration of everyone who visits it. No matter what you look for it is there; no matter what you ask for, we can produce it; and, better than all, at a price far away below all competitors. Especially in Light Spring Underwear, the most fashionable Neckwear we excel all other houses, as we control so many exclusive articles and patterns in the latest novelties of the season. Gentlemen will find it specially to their advantage to give us a call before they purchase.

Well may our patrons feel astonished and competitors utterly confounded to witness the immense and growing trade we are doing in this department. But the people have found where they are invariably honestly and squarely treated, where the best values always respond to the least money, and they can always rely on our representations. We are absolutely flooded with bargains, among them being everything in seasonable wear for Ladies, Gentlemen, Youths and Children—the latest fashions and cutest novelties out.

Our Mailing Department is now in the most efficient order, and parties may send in their commands from a distance, in the full assurance of receiving prompt and satisfactory attention.

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